

FERNANDINA NEWS-RECORD

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ONE DOLLAR A YEAR

TERRIFIC NORTHEAST GALE

Sweeps Amelia Island, Doing Much Damage to Shipping Interests

The prevailing northeast winds of the past fifteen days, accompanied by rain, fog and high tides, has severely retarded business on this island. Sunday, the 25th of January, the northeast set in in earnest and reached its highest point Saturday last, banking up the river tides to the proportion of making the marshes resemble open seas and the roads leading to and from this city were hidden beneath the water.

No mails were received until Monday noon. The smoke-stack of the city plant was blown down to the ground Saturday evening, and at one time threatened the city to be left in darkness, but fortunately this was overcome.

The large number of shrimp boats anchored on the opposite side of the river were hard hit. Five of them were driven high up on the marsh, six were sunk at their moorings and one has not yet been accounted for. The cabins of seven of those which weathered the gale were smashed in by being driven against each other, and the holds of others were found awash when the gale moderated.

No damage was done in the city other than a few shade trees being blown down.

Press dispatches state that the tug *Fortune*, from Newport News, Va., was wrecked off Jekyll Island during the gale, and seven bodies of the crew were washed up on the island. She was bound for Miami, Fla. She carried a crew of eight, the captain included. All drowned. The body of the captain has not been recovered.

The U. S. Shipping Board Steamship, *The Lamb*, bound for Fernandina from Charleston, S. C., grounded off Cumberland sound, Ga., Saturday and at this writing is still aground, and two tugs are standing by the disabled ship. Press reports say that the ship is aground at the entrance of St. Andrews sound.

An unknown steamship was driven high up on Pelican bank, the entrance to Nassau Sound, Saturday night. It is believed that the ship referred to in press despatches gave the wrong location, as no ship was seen aground off Cumberland island. The ship aground on Pelican bank is now supposed to be *The Lamb*. A fisherman walked out to the stranded ship yesterday from Little Talbot island but cannot remember the name. She is about a half mile away from the channel of the sound and about three miles away from east or ocean end of Pelican bank.

DR. HUMPHREYS BUYS MORE LAND

The largest sale of farm lands on Amelia Island for years was that last Monday and was made by the commissioners in charge of the Pons tract of 640 acres, about five miles from the city on the Amelia road. Dr. D. G. Humphreys, of Fernandina, is the purchaser. A reporter of the *News-Record* called on the doctor Wednesday to ascertain what disposition or use of the land was to be made. The reporter was told that it was to be used as a stock pasture, the west half to cattle—the east half to hogs.

The doctor is a most progressive man. It is pleasant to know that that large tract on the most popular road of the island will be fenced in—the west half immediately, the Amelia road splitting the tract in half.

TELLS OF DISTRESS IN ARMENIA

Dr. Harold Marvin is a native of Florida and was born and reared in Jacksonville. He is now in the Bible lands, where he has been aiding the Near East Relief in relieving the distress of the people over there. He has sent the following telegram to E. E. McLin, state chairman for Florida in the Near East Relief:

"Armenia. — Conditions here very bad. Many are dying from lack of proper clothing and nourishment. Orphanages are crowded and many are wandering in open places. We are doing all we can with the limited funds at our disposal. The whole hope of the Near East people is generous-hearted America. Please urge the people of my state to do their share for the Near East Relief."

DEATH OF MRS. OLIVIA ANN THOMPSON

At half-past 10 o'clock on Thursday morning, February 5, a congregation thoroughly representative of Fernandina's best people assembled in the First Presbyterian church of this city, to attend the funeral service of Mrs. Olivia Ann Thompson, who died at her residence on Seventh street at 20 minutes to 4 o'clock, February 4, 1920. The services were conducted by Dr. Eugene Daniel, the pastor of the church, the pall bearers being A. S. Allan, F. H. Hobbs, W. H. Seibert, Hinton J. Baker, Ira Hardee and D. P. Malarkey. The interment was in St. Peter's cemetery. Exquisite flowers covered the hallowed mound.

PERSONALIA

On the 11th day of October, 1849, there was born in Wakulla county, Florida, an infant whose future life was to be of unusual interest. This little child was the daughter of Dr. Wiley Scott McGeehee and his wife, nee Evelyn Byrd, both South Carolinians. Dr. McGeehee was a surgeon in the United States Army, both in the Mexican and Indian wars. In the very early childhood of his little daughter, she lost both her parents. She was then adopted and reared as the child of her uncle, Hon. John C. McGeehee. Judge McGeehee, who was born in 1800 and died in 1881, had become proprietor of a most extensive plantation in Madison county while Florida was yet a territory, and had built a noble mansion, "Chuleotah," the Indian name for "Pine Hill." The adopted child was ultimately placed in the celebrated Moravian School at Salem, N. C., and there remained until she was graduated. After the Civil War, her foster-father resided temporarily in Fernandina.

William Naylor Thompson, of Fernandina, a citizen of much prominence, was treasurer of the F. C. & P. Railroad; he also represented Nassau county in the Florida Senate. Senator Thompson and Olivia Ann McGeehee were married in 1871. Ever afterward, Mrs. Thompson resided in Fernandina, in the home her husband and she had built. Here her husband died Sept. 30th, 1896, and here, also, she gently breathed her life away.

Mrs. Thompson was the beloved mother of six children. Two of these went home to God long years ago. The surviving ones are Evelyn Elizabeth, wife of Dr. L. T. Galphin, of Havana, Florida; Lucy, wife of R. V. Nolan, of Fernandina; Lieut. Scott M. Thompson, of Fernandina; Louis Glass Thompson, of Tallahassee.

Mrs. Thompson was a much loved and useful member of the Presbyterian church, of which her foster-father had been an honored Ruling-Elder. This life of three-score years and ten, so full of noble connection and so replete with interesting details, reveals a woman whom her husband could love and reverence, whom her children could almost worship while she lived and can lovingly remember after she died—for the touch of whose "vanished hand" her friends may long sigh and her church may grieve, yet not "without hope."

MARRIED IN JACKSONVILLE

The marriage recently took place in Jacksonville of Miss Loretta Magdeline MacDonald, daughter of Rev. and Mrs. A. MacDonald, of Fernandina, and Mr. Joseph Anthony D'Iorio, of Toronto, Canada.

Mr. and Mrs. D'Iorio were married on the 14th of December, 1919, by the Rev. Dr. E. C. Walker, but did not announce their marriage till about a week ago. Mr. D'Iorio is a Canadian by birth, and served forty-three months in the Canadian Army, thirty-six months of the time being spent in France, Belgium and Germany. He is a musician by profession, and his wife will travel with him, which will give her an opportunity to see a large portion of this country and Canada.

The many friends of the happy couple were surprised to hear of their marriage, and wish for them the best of happiness during their married life.

CARD OF THANKS

We desire to express our most sincere thanks to the many friends who so kindly assisted us, for the beautiful floral offerings and for the use of the automobiles in our recent bereavement.

MRS. J. KLARER AND FAMILY.

COMMITTEE HEARS CANAL ENTHUSIASTS

Arguments in Favor of Huge Project Ably Presented Before House Committee on Railways and Canals—Mississippi-to-Atlantic Canal Association Formed.

Mr. Frank D. Upchurch, who represented the Fernandina Chamber of Commerce at the canal meeting held in Washington, D. C., on Jan. 29th, returned home Sunday evening. He informs us that maps—every one a genuine government map, the correctness of which cannot be questioned—were the chief arguments that the delegates—numbering over 100—used to the House Committee on Railways and Canals when they presented on January 29th, 1920, the facts in favor of the Clark bill providing for a survey of a canal route connecting the waters of the Mississippi river and the Atlantic ocean via Cumberland sound and the St. Marys river. The walls of the committee room were covered with maps—coal maps, oil maps, drainage maps, inland waterway maps, topographical maps and every other kind of conceivable map—and by these unanswerable arguments it was proven to the committee that there was only one practical route for a canal connecting the Mississippi river and the Atlantic ocean, and that is along the St. Marys river, then across north Florida to St. Georges sound, and it was also shown that such a connecting and intercepting canal was an economic necessity.

Hon. Frank Clark, father of the bill, spoke for about thirty minutes, explaining the necessity of a canal connecting the Atlantic and the Mississippi river. Mr. Clark introduced the speakers to the committee.

Hon. Charles H. Davis, of Petersburg, Va., representing the St. Marys Board of Trade, made the main presentation of the canal project. He dealt principally with the great economic necessity for a protected inland waterway between the Atlantic ocean and the Mississippi river. He showed that the greatest need of the United States today is a bunker coal port on the South Atlantic seaboard, proving that there was no other port so suitable to fill this need as Cumberland sound, thus enabling the coal fields of Alabama and Illinois to take advantage of the cheap water transportation. Mr. Davis proved to the committee that the ports of Jacksonville, Brunswick and Savannah could not hope to materially increase their export trade unless a coal port was provided, and quoted figures showing that over nine-tenths of our export trade was being carried on through the ports between Boston and Norfolk. This, he said, was due to the fact that Norfolk was the only bunker coal port on the whole Atlantic seaboard, and to the influence of the Erie canal in holding down freight rates. He described the great congestion of these North Atlantic ports and made frequent use of the maps to illustrate and prove his arguments. All of the maps which he used were prepared by the United States government, which stands behind their genuineness. He invited members of the committee to ask him questions at any time and a great many were asked him, all of which he was able to answer most satisfactorily. He showed a thorough knowledge of the subject that can only be obtained from a great deal of study.

Mr. C. C. Thomas, secretary of the Waycross Chamber of Commerce, representing that body, dealt with the great possibilities of Cumberland sound as a harbor and with the development that the digging of the proposed canal would bring to north Florida, south Georgia and Alabama and the states of the Mississippi valley. He showed that the South was the only part of the United States in which there were any cheap lands left; that the lands in this part of the country were as good as any in the world. He said, "Just as irrigation has proved to be the wizard of the Western states, so will drainage prove to be the wizard of the Southern states." He discussed at length the route that the proposed canal would take, showing that the St. Marys river would be used for sixty-one miles, then the canal would cut through the Okefenokee swamp to the Suwanee river, which would be used for forty miles, then across to St.

Georges sound. He showed by the maps that there would be less than 100 miles of actual cutting to make the canal a reality. He said that while the waters of the Atlantic ocean and the Gulf of Mexico could be connected by a shorter route, that the proposed route was the only one that had sufficient economic value. He showed that millions of acres of at present worthless lands would be reclaimed through the drainage facilities that the canal would afford. Many questions were also asked him, and he answered them all to the satisfaction of the committee.

Senator Hoke Smith addressed the committee, telling them that in 1892 he was associated with a company whose purpose it was to drain the Okefenokee swamp, and that the only reason the project was not successful was that the principal promoter died and his holdings were sold to a timber concern. He said that in his opinion there would be no great difficulty in cutting a canal through the swamp, which, strange to say, is the highest point through which the canal will have to go, and which, if drained by the canal, will reclaim over 400,000 acres of good agricultural land as there is in the world.

Dr. S. W. McCallie, State Geologist of Georgia and official representative of Gov. Hugh Dorsey, of Georgia, discussed with the committee the formation of the land through which the canal will be cut. This land consists chiefly of sandy loam, with frequent outcroppings of rotten limestone. He stated that there was no land in the whole proposed route which could not be removed by steam shovels; that practically no blasting would have to be done. He also showed that the rivers which will constitute a part of the canal could be easily deepened with suction dredges, and there would be practically no danger of landslides on the proposed route, as there are in the Panama canal.

Hon. Jerry W. Carter, of Tallahassee, the official representative of Gov. Sydney J. Catts, of Florida, stated that the governor was sorry that he could not appear before the committee in person, but that he was in favor of the canal as proposed. Mr. Carter said that he could speak with certainty that the people of Florida would meet any government appropriation and match it dollar for dollar.

The following delegates made three-minute talks, placing the organizations which they represented on record as favoring a sea-level ship canal, the survey of which is proposed in the Clark bill: Hon. Charles H. Davis, of Petersburg, Va.; J. H. Becker, Sen. S. C. Townsend, Clifford S. Johnson, representing the St. Marys Board of Trade; C. C. Thomas, secretary of the Waycross Chamber of Commerce; Frank D. Upchurch, representing the Fernandina Chamber of Commerce; J. T. Copeland, representing the Valdosta Chamber of Commerce; Hon. Guyte P. McCord, mayor of Tallahassee, representing the Tallahassee Chamber of Commerce; Sen. F. M. Nelson, R. L. McKenzie, J. H. Drummond and Hon. T. W. West, representing the Panama City and the North Florida Chambers of Commerce. Among those who were in attendance on the committee were members of the state delegations from Georgia and Florida; Congressmen Clark, Smithwick and Drane (the last of whom was a member of the committee) were present seeking to obtain a favorable hearing for the bill. Senators Fletcher and Trammel and Congressman Sears were unable to attend the meeting because of sickness; however, Senator Fletcher sent his regrets, stating that he was going to do everything in his power to secure the canal. Senators Hoke Smith and Harris, Congressmen Frank Park, C. B. Crisp and W. C. Langford, from the Georgia delegation, were present. Those senators and members of the house were not only present at the hearing, but were also present at private meetings of the delegates and pledged themselves to do everything possible

THE DEATH OF O. E. HUGHES

Oliver E. Hughes, for many years a resident of Fernandina, died at the home of his sister-in-law, Mrs. O. R. Clark, in Jacksonville, Friday, January 30, 1920. For twenty years Mr. Hughes was in the employ of the S. A. L. railroad as engineer residing in this city, until about a year since he removed to Tallahassee to be nearer his work. For several months he seemed to be in failing health, and was taken a few weeks since to a hospital to undergo treatment that it was believed would be the means of restoring his health. But conditions were such that it was impossible for him to recover, so he was removed to the home of Mrs. Clark to make his final exit in the midst of his loved ones.

O. E. Hughes was born December 9, 1869, in Nassau county, and was a resident here nearly the whole of his life. He was a good citizen, upright, intelligent, moral and a Christian. Early in life he became a believer in Christ and united with the First Baptist church of Fernandina, in which church he continued a faithful member until his recent removal to Tallahassee, when he placed his membership in the Baptist church of that city. The funeral service was held in the Baptist church of Yulee, Sunday, February 1, conducted by his former pastor, Rev. O. L. Martin, and interment made in the cemetery at that place.

He leaves to mourn his loss a wife and six children, besides his aged mother, sister and brothers, who are greatly saddened by his going.

To all who are thus bereaved we extend our sympathy.

COUNCIL MEETING

The City Council met Wednesday evening.

E. F. Morse was elected to fill the vacancy in Ward 1.

Council approved the action of the Light and Water Committee in purchasing two new boilers for use in the city plants.

A smoke stack was ordered to replace the one blown down Saturday afternoon.

The new ice machine was started up Saturday to undergo a ten day test. The ice machine referred to was purchased from the manufacturer of those in use now by the city and have always given entire satisfaction.

to secure the canal.

The delegates held three conferences besides the hearing of which Congressman Clark was chairman before the committee, one held in the House office building and Hon. Charles H. Davis of those held in the Willard hotel, and Mr. Frank D. Upchurch acted as secretary of all three meetings. At these meetings ways and means of getting the canal dug were discussed and the manner of presenting the facts to the committee were decided upon. A temporary organization to be known as the Mississippi-to-Atlantic Canal Association was planned and Hon. W. G. Brantley, former congressman from Georgia, was invited to become president. This association is to be incorporated under the laws of Alabama. It has for its purpose the raising of \$100,000 with which to advertise the canal project throughout the whole Mississippi valley and the formation of a permanent organization to take the matter to congress and secure the necessary appropriation to dig the canal. Mr. A. S. Allan, of Fernandina, was elected one of the directors of this organization.

Dr. S. W. McCallie showed a motion picture of the St. Marys river, Okefenokee swamp, Suwanee river and south Georgia. These pictures were shown Thursday evening after the committee hearing, and all the members of congress were invited to attend. Dr. McCallie gave a lecture and used the pictures to illustrate his points. The exhibition made a marked effect on the congressmen present.

It is the opinion of all the delegates that the survey is assured, but that the great fight will come when congress is called upon to appropriate the millions that will be required to dig the canal. Therefore, it was resolved by the delegates that the project should be explained to the people of the states using the Mississippi river for transportation and that the endorsements of the legislatures of each of these states be obtained and their delegations in Washington be instructed to aid in securing the appropriation.

LETTER OF COMMENDATION

From Commanding Officer of Elmer Nagel to Mrs. Anna Nagel

Mrs. Nagel, mother of Elmer, who gave his life for his country, received the following from the American Red Cross, in Siberia. The letter was sent Col. C. H. Morrow, commanding officer of the American Army in that far-away country, who forwarded it to the mother of the departed young hero:

"My Dear Mrs. Anna Nagel: "You have, no doubt, ere this, received the sad telegram announcing the death of your son, Elmer, private in I Company, who died here in the Field Hospital on November 24th, of pneumonia, following an attack of the influenza. The very best of Army doctors and Red Cross nurses gave him every attention, but in spite of all that could be done his illness developed very rapidly, the same as it did in many cases in the States last fall. He was unconscious at the end and had no suffering, and, being unconscious, could leave you no personal message. However, during his early illness he spoke of you all with great affection.

"At this moment of your great grief there is nothing that I can say to comfort you, except that you have the sincerest sympathy of the American Red Cross, and that in your trouble we are ready to extend to you all the help and advice within our power. Please look to our organization as your sincerest friend, and if you need help call on the nearest Red Cross Chapter.

"Your son was a fine man, enjoying the confidence and respect of his officers, beloved by his fellow-comrades in the 27th Infantry, and will be sadly missed by them. His funeral was held with full military honors and many an eye was dimmed with tears when the squad from his company fired the salute over his body, draped in an American flag.

"In time to come you will be proud of the fact that Elmer gave his life in the very finest kind of service. While he did not meet his fate on the battlefield, his will was as fine as those boys who have met such a heroic death and the example of patriotism that he gave will put his name on the roll of those who gave all for their country.

"Very sincerely yours,
"C. WALLACE, Camp Sup.
"American Red Cross,
"Beresovka, Siberia,
"Care of 27th Infantry, U. S. Army."

AUTO DRIVER SHOT

An unknown white man and woman rented a car Wednesday a week ago in Jacksonville to go to Callahan. On reaching Callahan, they decided to go to Hilliard and when several miles out on the Hilliard road, the man forced the driver of the car to swap clothes with him. Whether this was what resulted in the shooting is not definitely known, but the driver was shot in the mouth, the ball, lodging in his neck, was removed in Jacksonville, the wounded man being hurried to that city. He was thrown from the car and was found by the roadside several miles away from Hilliard.

The couple continued toward the St. Marys river in the hope of getting into the State of Georgia, but the car went out of commission and they took to the woods. A posse was formed and went in search, but the couple was not found until Friday afternoon.

A preliminary hearing was given them by Justice Burner, at Hilliard. They were held for trial by the Circuit Court of Nassau county on the charge of assault with intent to murder. They gave their names as Walter and Irene Lowell, and claimed to be married, also that the shooting was accidental.

They were brought to Fernandina Saturday afternoon and lodged in the county jail. They gave their ages as 22 and 18 years, respectively.

Fletcher Strickland is the name of the driver. Physicians say he will recover.

CARD OF THANKS

We take this means of extending our sincere thanks to all who helped us in our sad bereavement in the loss of our dear mother, Mrs. Virginia Bell.

THE CHILDREN.